

Test data are useless as well as untrustworthy because

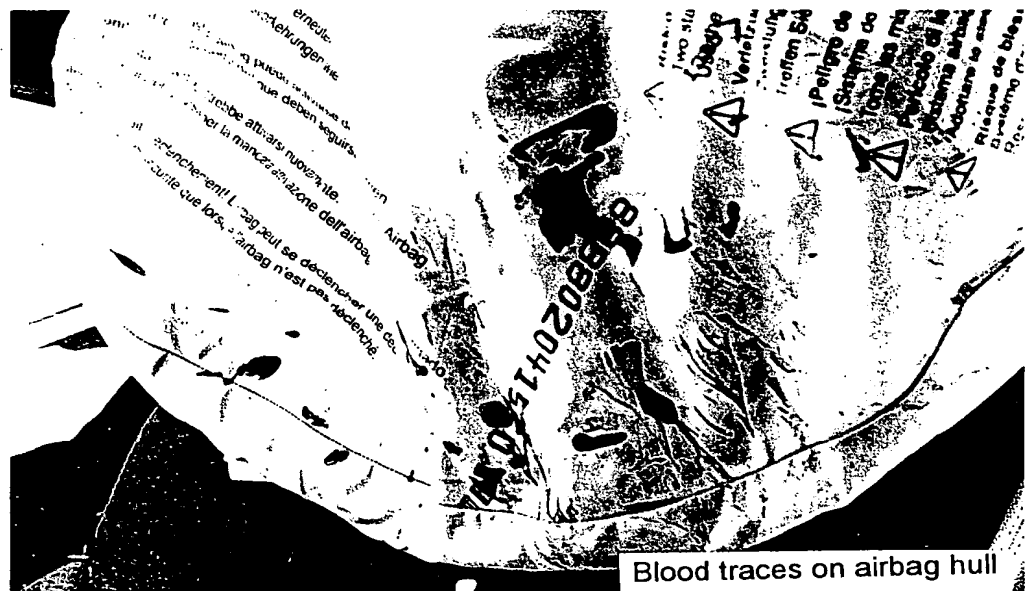
- dummies, protected by outmoded restraint systems or restrained by inflatable seat belts, are not provided with internal organs, heart, aorta, arteries, silicon-pad enlarged bosom, bypasses, angioplasty, transplants etc., all of which, female ribs and ribs of old people have lower threshold values than that specified at 8,000 N for male ribs;
- dummies suffer neither whiplash-injuries due to strong oscillations of head nor burn due to hot gases of porous airbags nor allergy linked to gas pellets therethrough;
- due to capability of a 60 litre MB front airbag to decrease all longitudinal accelerations of parts of dummy only in one direction at mere average of 20 % (see Auto Motor und Sport 19/1991) the belt user
 - * absorbs the remaining 80 % of longitudinal forces, all rotatory acceleration-dependent forces and large belt force as well as
 - * suffers whiplash-injuries related to oscillations and
- with regard to never-ending recalls of airbags of over two million cars (see Auto Motor und Sport 12/2002) despite Research and Development work over three decades unreliable, life-threatening problems of airbags remain unsolved forever thus putting the protective service of airbags in real-world accidents of vehicles in doubt.

Most of the theses are confirmed by the failure of passenger protection of a six-day old, EURO 98,000 expensive German Top-premium sport car into the driver-wheel housing and wheel-rim of which a VW bus, on which the driver lost control, crashed, where the crash speed of both cars was just 30 km/h according to the driver of sport car. When being activated both airbags and belt protractors of sport car caused

- first-degree burn on right forearm of female co-driver,
- four laceration stripes on her bosom,
- first-degree burn on nose and tear sacs of driver and
- second- and third degree burn on his left forearm where blood smeared the airbag hull.

Noteworthy, due to faces and/or hands, burnt by hot gases of porous airbags, a US-court imposed a fine of \$ 123.6 million on Daimler Chrysler.

In order to substitute **unreliable, life-threatening** front airbags Daimler Chrysler, FIA and McLaren have developed shoulder caps "HANS".



Blood traces on airbag hull

Racers Michael, Ralf Schumacher, Luciano Burtè, Rubens Barricello, Takuma Sato and Nick Heidfeld have stepped out unscathed from their respective racing cars speeding up to 310 km/h on the race tracks in over eleven real-world accidents, incl. rollover-accidents, listed in report "RACER", thanks to suspender four-point seat belts and expensive helmets associated with shoulder caps "HANS", *incapable of damping vibration and absorbing great energy*, all of which are enormously improved by

- vibration-damping, energy-absorbing multi-point seat belts, which are suitable for passengers of any age from babies, children, pregnant women, heavy, heart-ill- to obese people, ref. to EP 1 037 773 B1,
- vibration-damping, energy absorbing seats and energy-absorbing, vibration-damping shoulder and/or neck caps ref. to DE 197 58 497 C2, EP 1 037 771 B1, where the adult seats are convertible to child-seats and baby cots and vice-versa thus making conventional child-seats and baby cots superfluous,
- one-click operation to unrestrain and step out, user-friendly, comfort and convenient features,
- method of low elongation etc. See report "BELT" Chap. C.

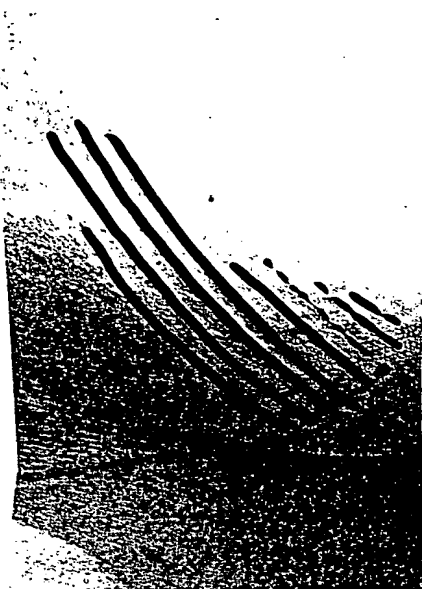
Logically, Daimler Chrysler and Formula One's participants BMW, Toyota, Honda, Renault, Ford should replace

- all airbags, invented in 1970s, outmoded three-point seat belts, invented in 1958, and seats thereby and
- seat adjusters with seat- and floor rails having low stiffness linked to open profile, invented in 1949, by patented seat adjusters ref. to DE 195 49 378 C2, DE 196 55 051 C2, DE 196 55 146 C2 and WO/01/38128, thereon EPO recently granted patent, all of which are equipped with closed-shaped rail assemblies which substantially lower reject rate, manufacturing costs and stress linked to far larger stiffness and load distribution along the contact surface and enhance sliding property.

See shortcomings of inflatable seat belts, seat detachment due to open profile and large tolerances of conventional rail assemblies and low-tech life-threatening gadgets of high-tech vehicles in report "BELT".

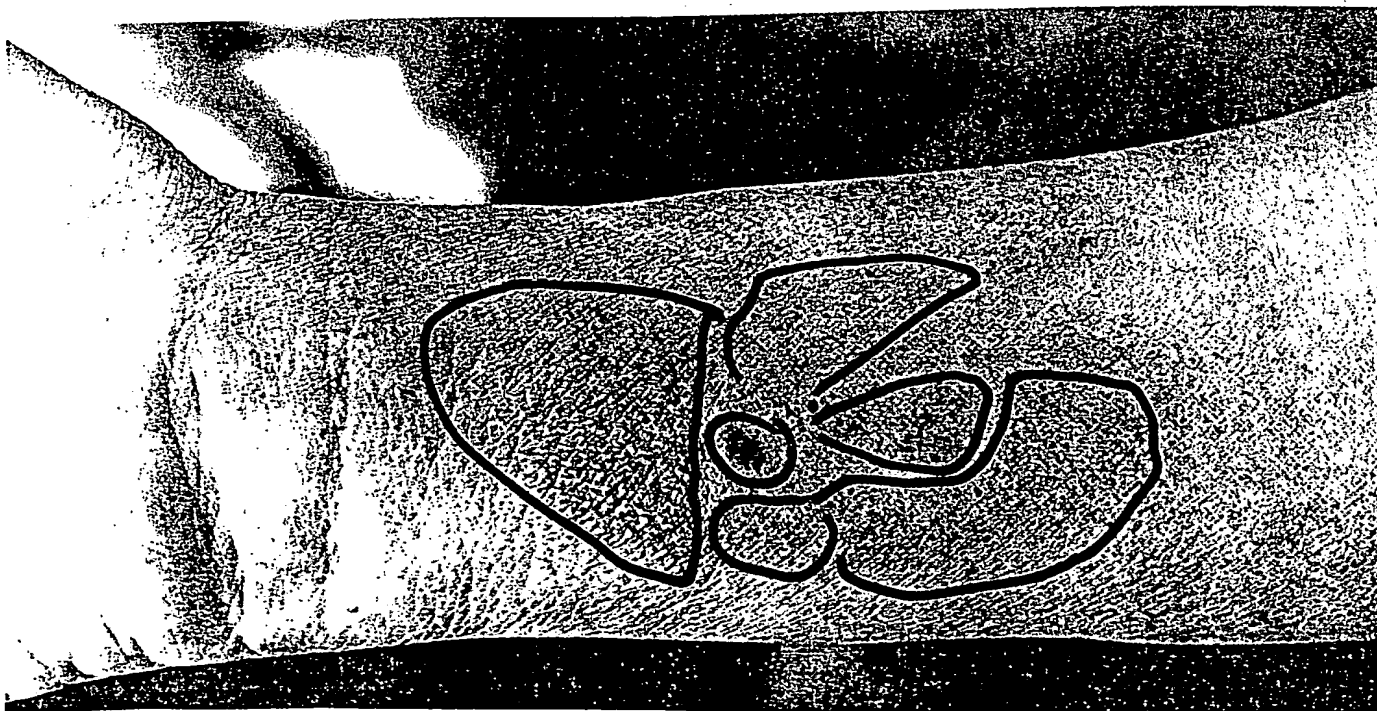


First-degree burn on nose and tear sacs of driver,
taken two days after the accident



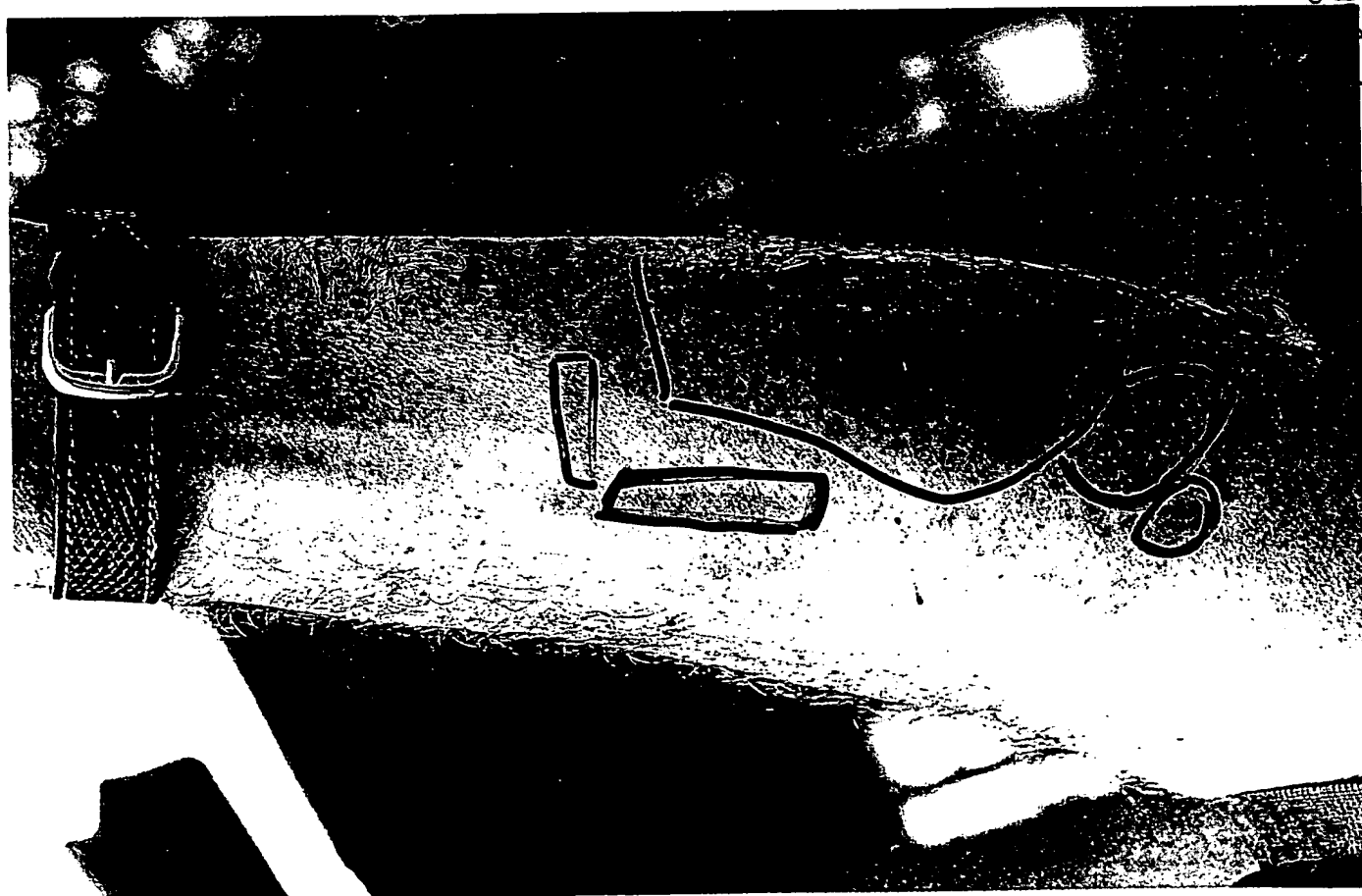
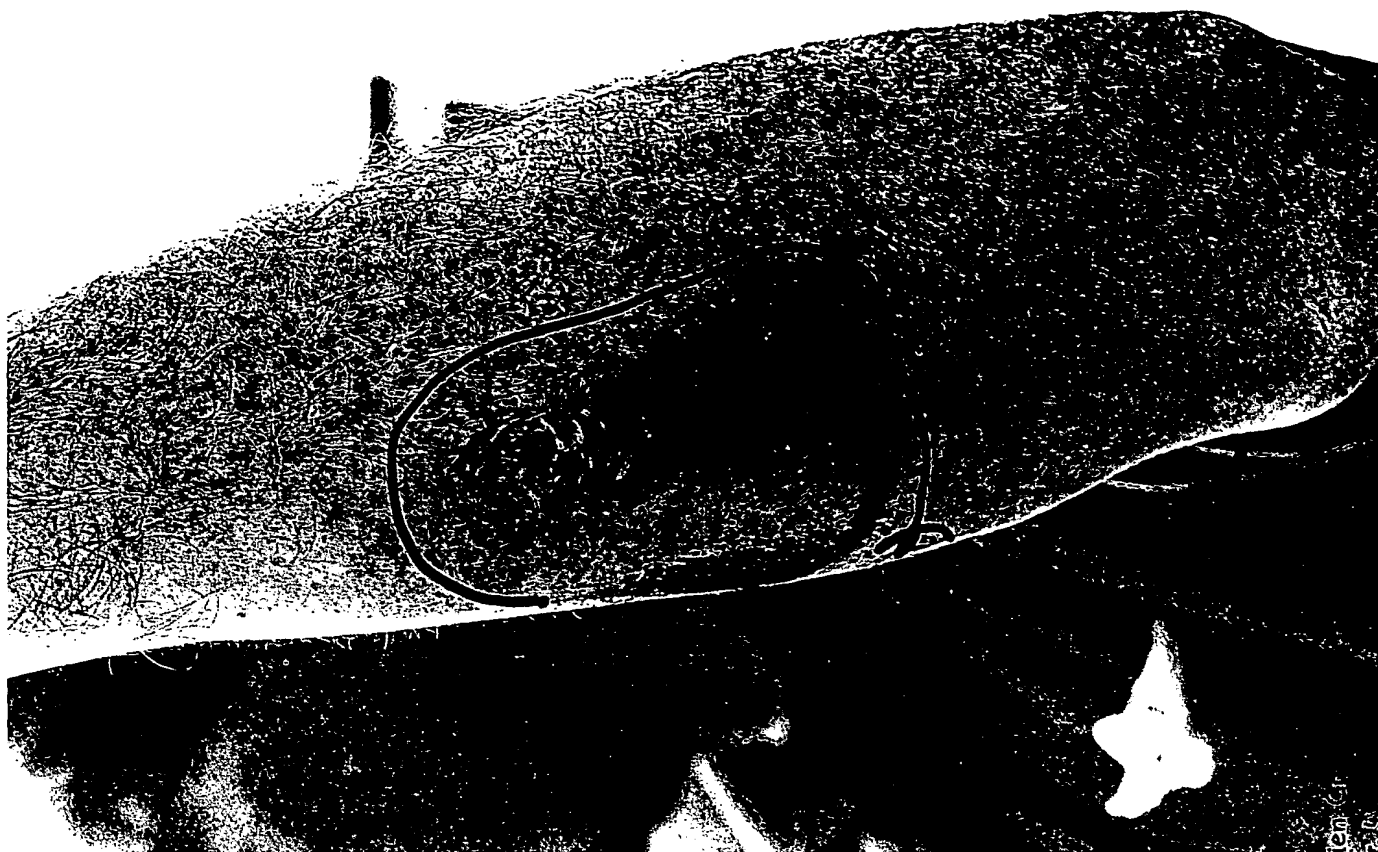
Four laceration stripes on bosom of female co-driver,
taken two days after the accident

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First-degree burn on right forearm of female co-driver, taken two days after the accident

Second- and third degree burn on left forearm of driver, taken two days after the accident

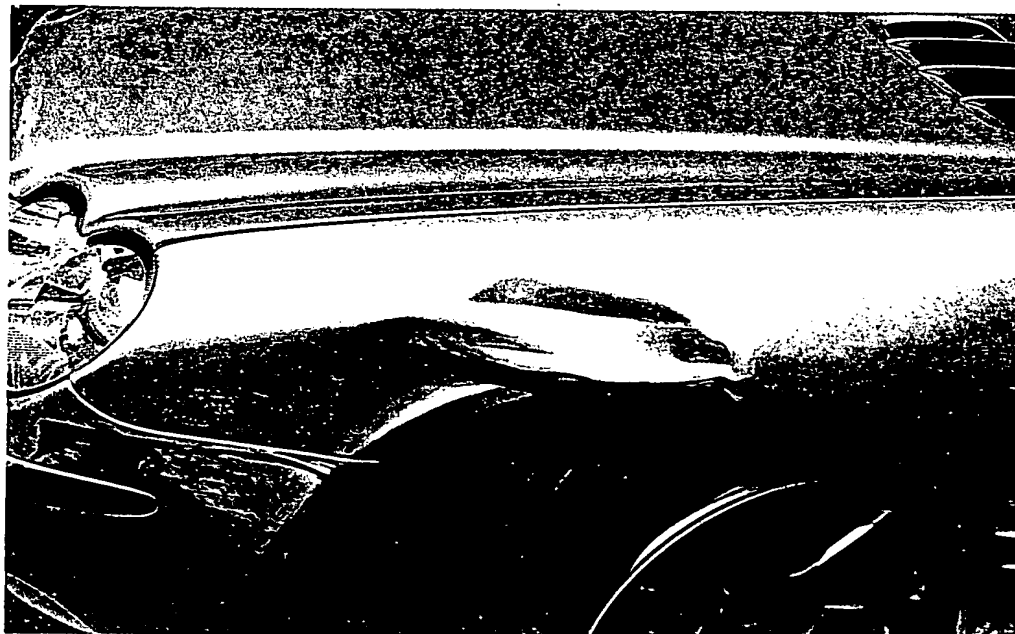
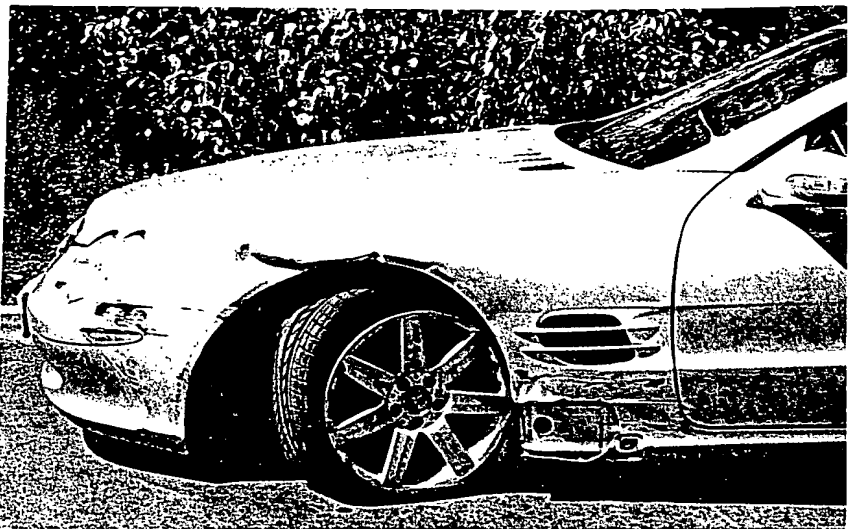


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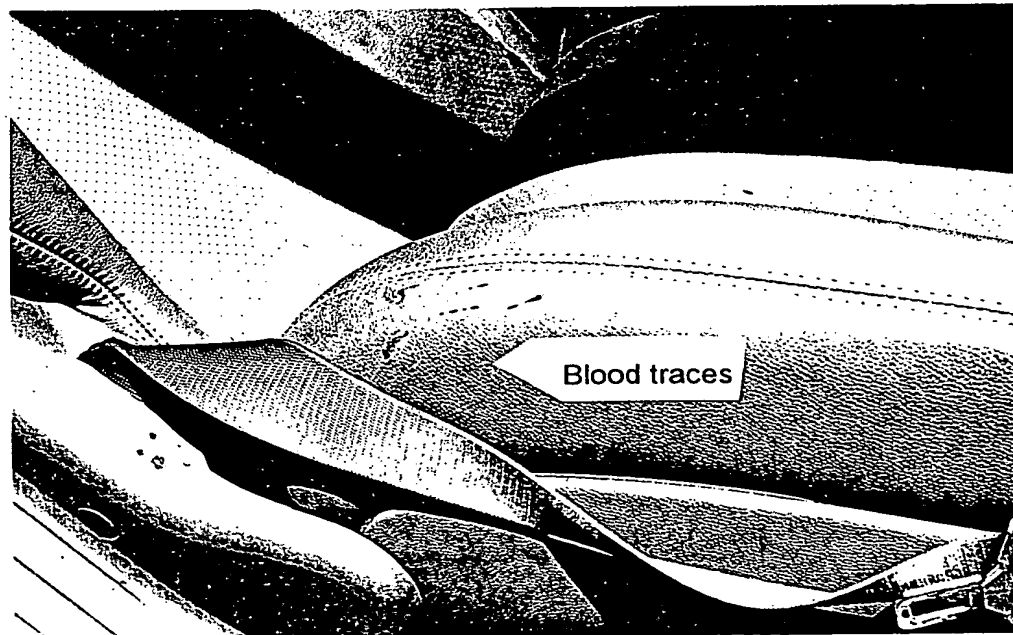
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Minor damage to a six-day old, EURO 98,000 expensive German Top-premium sport car MB SL 500 confirms the low crash speed of both cars which the MB driver estimated at 30 km/h. Contrarily, both MB passengers were severely injured as well as burnt.



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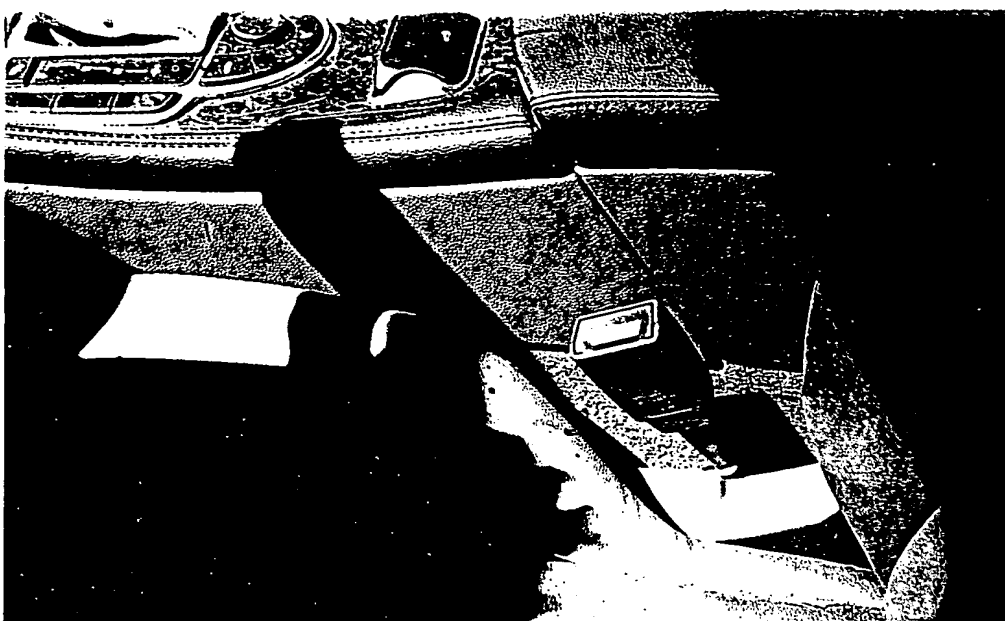
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Blood traces on latch plate



Blood traces on shoulder belt portion



Blood traces on belt assembly

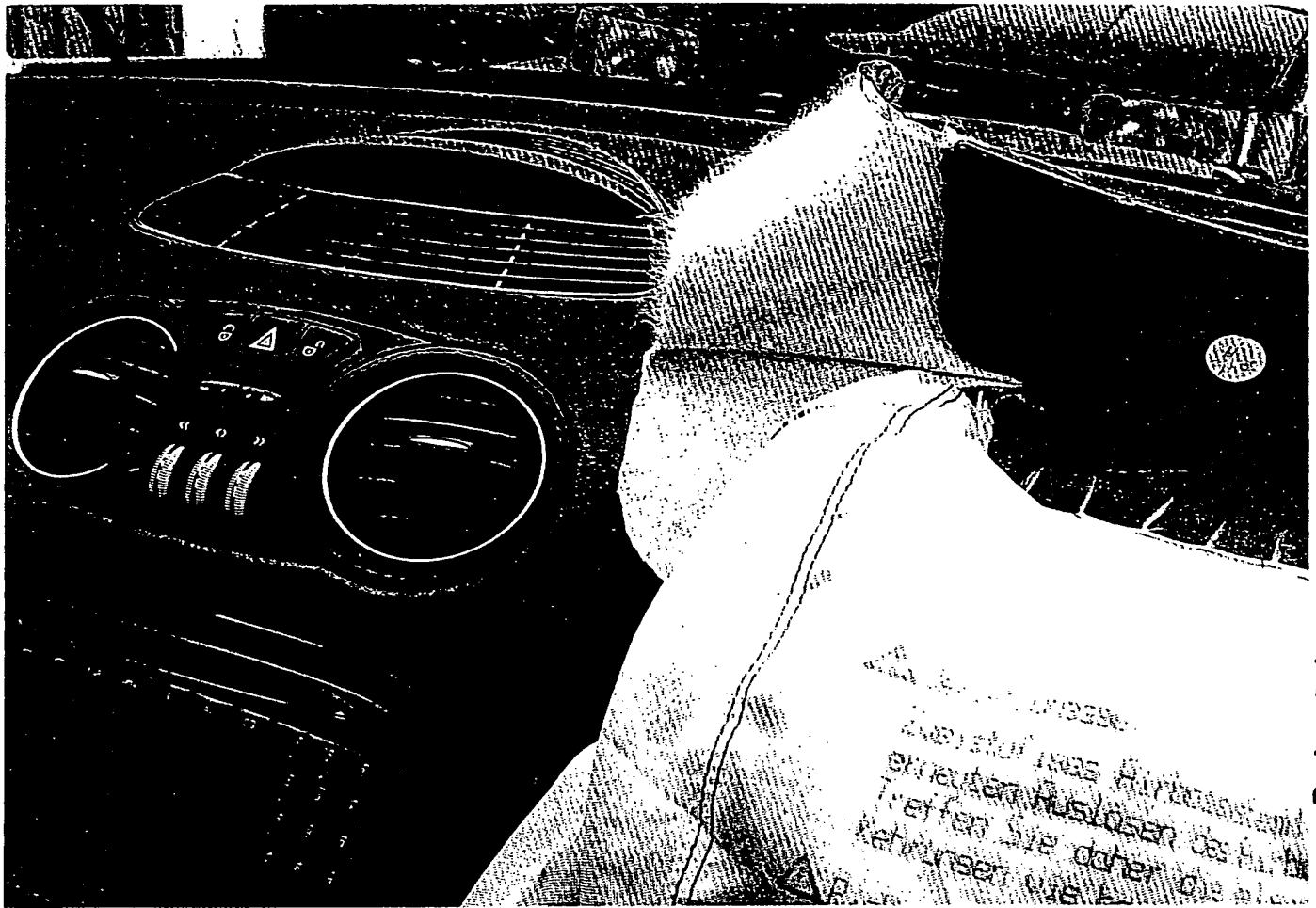
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Blood traces on tunnel

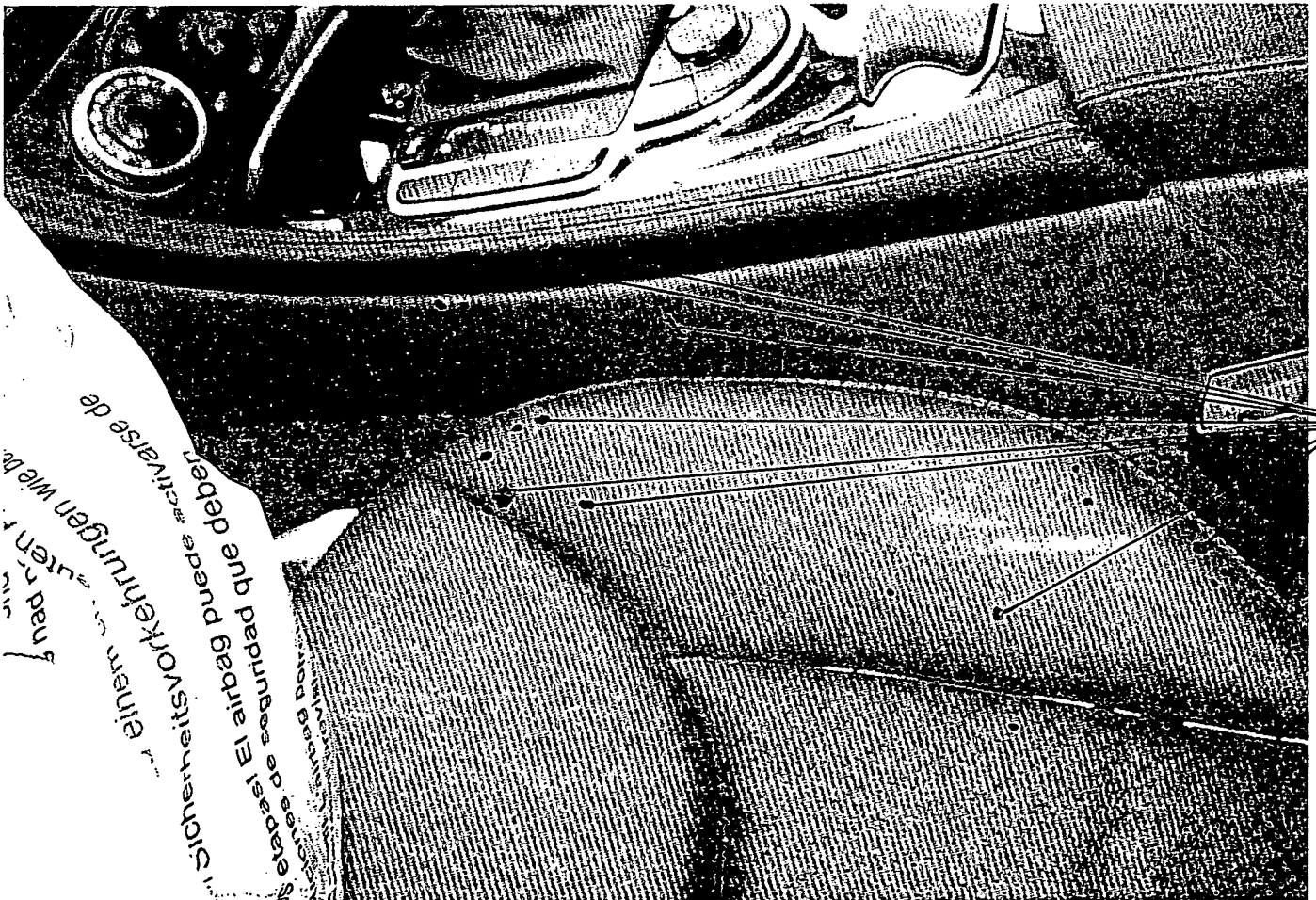
Blood traces on tunnel-knob

Blood traces on seat cushion

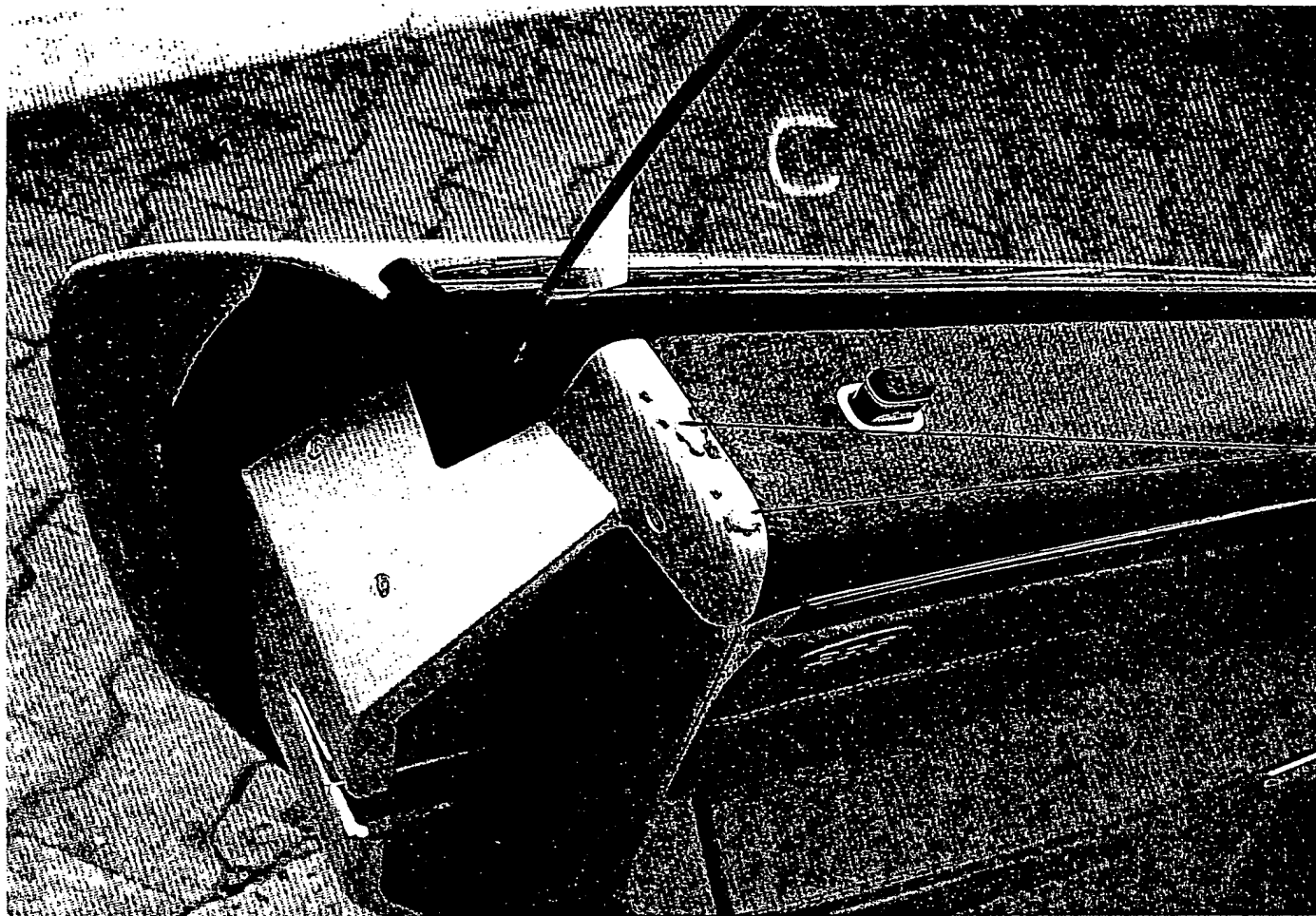
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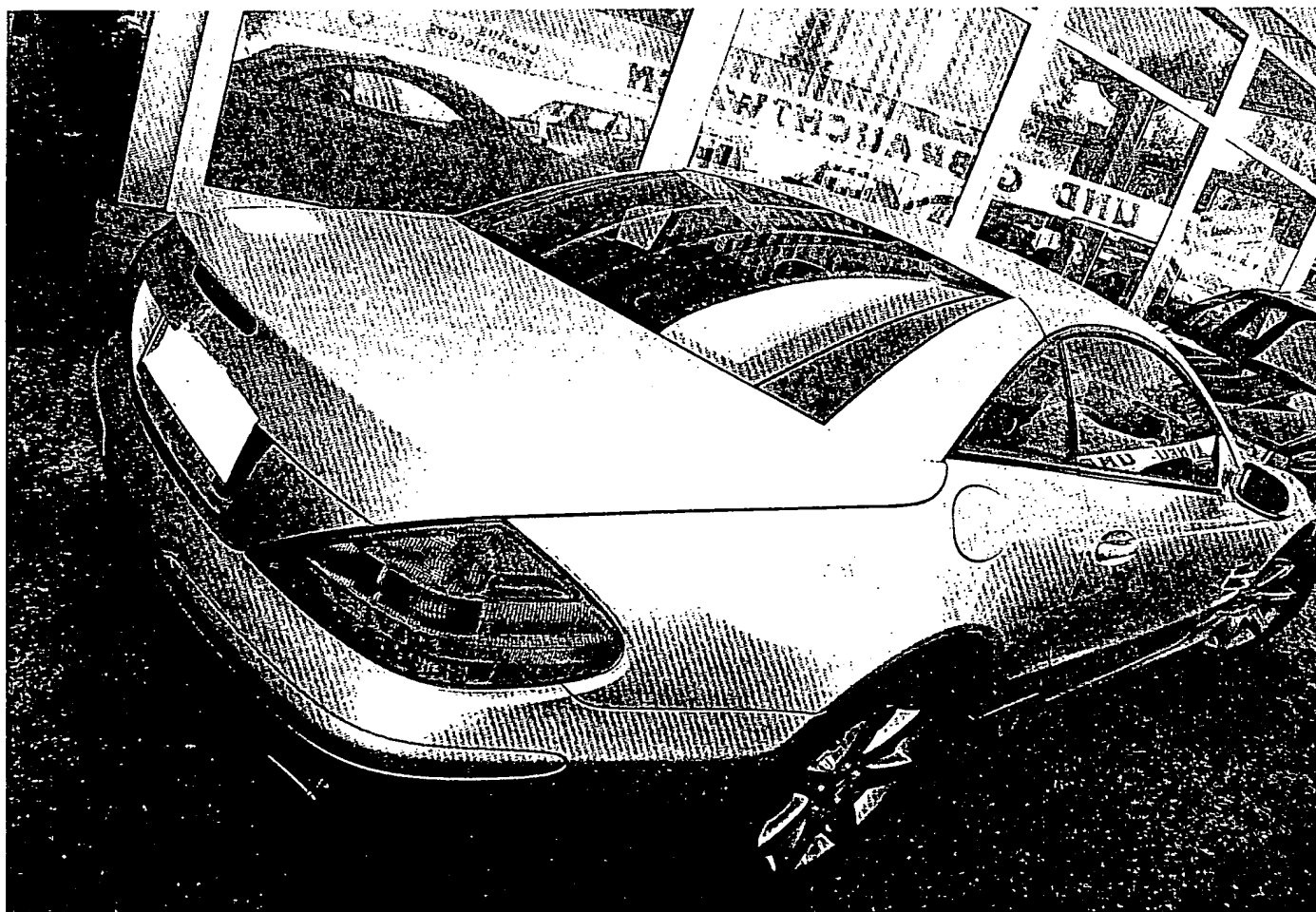


BLOOD TRACES



BLOOD TRACES

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② 14. → 1,4 Mill. Reifen

8 2000

Frankfurter Allgemeine Zeitung

16.07.01

Ford ruft Autos zurück

Ford Motor Co., Dearborn (Michigan). Der amerikanische Autokonzern ruft rund 1,4 Millionen Personen- und Lastkraftwagen des laufenden Baujahres 2001 in die Werkstätten. Dort sollen die Schnallen der Sicherheitsgurte auf der Fahrer- und Beifahrerseite der Fahrzeuge einer Inspektion unterzogen werden, teilte der Autobauer mit. Möglicherweise funktionieren ein geringer Prozentsatz der Verschlüsse nicht korrekt, wenn beim Einrasten nicht genügend Kraft aufgewendet werde, hieß es. Die Schuld dafür liege beim Zulieferer, TRW Inc., Cleveland. Mit Grund für die umfangreiche Aktion dürfte der Imageschaden sein, mit dem Ford nach zahlreichen Unfällen mit seinem Geländewagen Explorer zu kämpfen hat. Die zum Teil tödlichen Unfälle wurden nach seinen Angaben durch Schäden an Reifen des Herstellers Firestone verursacht. Die amerikanische Tochtergesellschaft des japanischen Reifenkonzerns Bridgestone wirft hingegen in dem inzwischen anhängigen Untersuchungsverfahren dem Autokonzern Konstruktionsmängel am Explorer vor. An dem Streit ist die langjährige Reifen-Kooperation zwischen Ford und Firestone zerbrochen. (vwd)

4 Aug.

AT

Wilden - AT

Will Firestone

John T. Lampe

65 Mill

ATX, ATX II